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Hongkong Daily Press.

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NO TROUBLE
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No. 18,366. 號六十六百三千八百一第 日六初月二閏年巳丁 HONGKONG WEDNESDAY, MARCH 28TH, 1917. 三拜禮 號八十二月三年六國民華中 PRICE, \$3 PER MONTH.

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[70]

PEAK TRAMWAY COMPANY, LIMITED

TIME TABLE.

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
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INTIMATIONS

MOUTRIE'S
PIANOS

TO
HIRE
FROM
\$10
Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

WHERE WAS MOSES
WHEN THE LIGHT WENT OUT?

Why, in the dark, of course.

And why?

Because he had no Candles in the House.

Don't you be half in the same way.

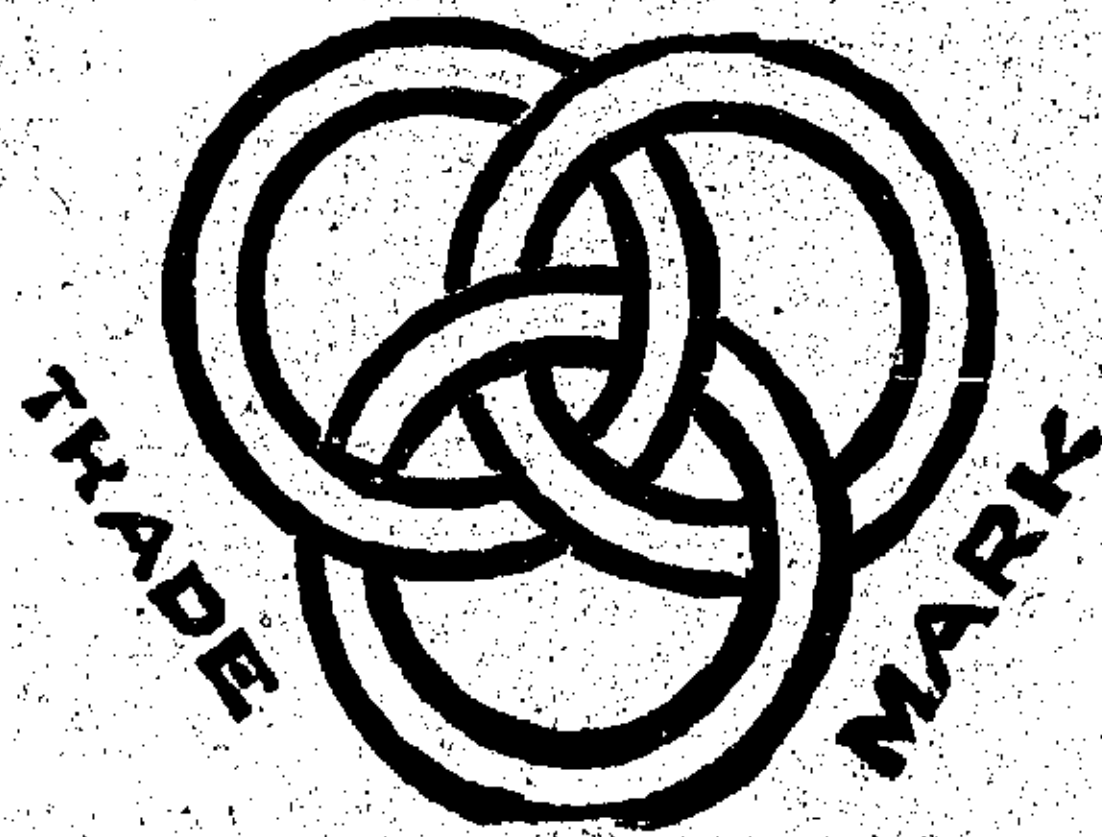
ALWAYS KEEP CANDLES IN THE HOUSE.

CROWN CANDLES.

Are obtainable from—
(SINCERE CO.
SUN CO.
WING ON CO.)

PRICES:—(Large Size, 25 Cents per packet.
(Small Size, 16 Cents per packet.)

OR IN CASES OF 25 PACKETS.

BALLANTINE'S
BEER AND STOUT

WEDDED TO
PURITY, QUALITY AND FLAVOUR

WITH
"THREE RINGS"
DONNELLY & WHYTE,
SOLE AGENTS.

TEL. 636.

AERTEX CELLULAR
SHIRTS—PYJAMAS
—UNDERWEAR—

We have just received our Spring delivery of this
healthy and comfortable clothing.

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

16, DES VŒUX ROAD.

TELEPHONE 29.

COMPANY MEETINGS.

GREEN ISLAND CEMENT CO., LTD.

The 25th ordinary general meeting of the Green Island Cement Company, Limited, was held yesterday afternoon at the offices of the General Managers, Messrs. Shawan, Tong & Co.

The Hon. Mr. C. E. Anton, chairman of directors, presided. There were also present:—Sir Paul Chater, C.M.G., Mr. A. O. Lang, the Very Rev. Father R. Robert (directors); Mr. R. Henderson (secretary); and Messrs. W. E. Clarke, R. Shawan, D. V. Stevenson, B. Hancock, A. A. Cordeiro, J. M. Gordon, M. A. Figueiredo, J. W. Taylor, W. Logan, E. L. G. Arnold, P. Tester, L. N. Leefe, and H. W. Locker.

ANNUAL REPORT AND ACCOUNTS.

The CHAIRMAN, in moving the adoption of the annual reports and accounts, said:—With your permission we will follow the usual course and take the report and accounts now in your hands as read. As we anticipated this time last year, we have a still better statement to lay before you now than we had then. Instead of a dividend of 60 cents per share, we are able to recommend the payment of 80 cents, and put \$150,000 to Reserve Fund after writing off \$20,000 from Deep Water Bay buildings and machinery, and \$10,000 from steamer, launches and lighter, besides paying a bonus to the staff, and carrying forward \$114,328.48, as against \$111,338.16 last year.

The result of the past year's working is a very considerable improvement on those of recent years and will I trust be found quite satisfactory by shareholders. It has not been secured very easily, however, for many things were against us, the principal being the inability of our Chinese contractors to deliver stone from Canton, partly owing to the disturbances in the interior of China, partly to insufficient accommodation on the railways, and partly, or perhaps chiefly, to the want of water up-country preventing the transport of stone. We have, therefore, had to rely entirely on stone from Tonkin, and in this respect our steamer *Chingchow* has been the backbone of the business. High rates of freight and exchange and dear coal have been importunate items of expenditure, and to cover these there are nothing for it but to increase the price of our cement all round. Fortunately the demand was good, and our markets were not long in adapting themselves to the higher cost.

As to the future I can say nothing beyond the statement that we have begun the year well, and that our prospects seem quite fair at present.

In the Chairman's speech last year he informed you that it had been decided to run no further risk of exchange with our surplus funds, but to bring them back to Hongkong, and it was fortunate that we did so, in view of the course that exchange has since taken. Since then, as you know, it has been decided to return this money to shareholders, and this has been done, and the capital reduced to \$3,000,000 accordingly.

The question of supplies of limestone from Canton still remains a difficult one for us. We had practically none from there last year, owing to various causes, but we hope, now that the country is settling down and the rainy season is close upon us, that we shall succeed in getting supplies from China this year.

There is nothing in the accounts that I think needs special comment, but I may mention that since they were closed we have made a donation of \$5,000 to the War Charities Fund, which I feel sure will be approved by all shareholders in the Company. (Applause.)

I cannot conclude my remarks without bearing testimony to the loss this Company has sustained by the sudden death of Mr. Hewitt. Mr. Udall and Mr. Hewitt bore the burden and heat of the struggle in the early, dark days of the Company, and its subsequent success is greatly due to their efforts and the keen interest they took in the development of this business. In the death of Mr. Hewitt, we deplore the loss of a very able engineer and a devoted servant of the Company, who always had its interests most closely at heart.

Mr. W. E. CLARKE seconded the motion, which was unanimously adopted.

ELECTION OF DIRECTORS.

On the proposal of Mr. R. HANCOCK, seconded by Mr. D. V. STEVENSON, the Hon. Sir Paul Chater, C.M.G., Dr. J. W. Noble, the Hon. Mr. C. E. Anton, the Very Rev. Father Robert, and Mr. A. O. Lang were re-elected directors.

APPOINTMENT OF AUDITORS.

The CHAIRMAN proposed the re-appointment of Messrs. F. Maitland and A. E. Lowe as auditors at a remuneration of \$900 per annum. This was an increase of \$200, which was deserved by the very large increase in the work.

Mr. R. SHAWAN seconded the motion, which was unanimously adopted.

This was all the business.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

JUBILEE MEETING.

The annual meeting of shareholders of the Hongkong and Whampoa Dock Co., Ltd., was held in the Company's town office, Queen's Buildings, yesterday, at noon. Mr. Stanley H. Dodwell, Chairman of Directors, presided, and there were also present:—The Hon. Sir Paul Chater, C.M.G., the Hon. Mr. C. E. Anton, Mr. H. Percy White, Mr. S. Sorensen, Mr. J. H. Wallace (directors); Mr. R. M. Dyer (chief manager), and Messrs. F. Hough, A. O. Lang, W. Dunbar, D. E. Clark, H. Percy Smith, W. L. Pattenden, N. V. A. Croucher, D. Macdonald, J. W. Graham, A. R. Lowe, H. Humphreys, R. A. Dastur, S. Michael, G. C. Moxon, P. Tester, W. C. Jack, Lo Cheung Shui, and Chan Sui Ki (shareholders).

ANNUAL REPORT AND ACCOUNTS.

The CHAIRMAN, in moving the adoption of the Annual Report and Statement of Accounts, said:—The Directors' report and statement of accounts for the year 1916 having been in your hands for the past week I will, with your permission, take them as read. Before dealing with the accounts I would remind you—though perhaps most shareholders are aware—that 1916 is the fiftieth anniversary of the registration of the Company under its present title, and under the circumstances, it seems fit and proper that I should give a brief outline of our operations during that period.

The Company was really started on 1 July, 1866, under a deed of settlement. Mr. Thomas Sutherland, then agent for the P. & O. Company in Hongkong, being appointed chairman, and Mr. Douglas LaPrairie, of the Douglas Steamship Co., secretary. It took over Cowper's Dock and the Locks Dock at Whampoa from Mr. J. C. Cowper for the sum of \$140,000 and the stock of those establishments for about \$35,000. In 1865 it entered into negotiations with Mr. John Lamont, the proprietor of the famous Dock at Aberdeen, and the new Dock then under construction, and eventually purchased those two properties.

In view of the recent developments in the docks it is interesting to note that the Hope Dock as being, "when completed, the most capacious and valuable basin of the kind eastward of Suez or the Cape of Good Hope."

The Hongkong and Whampoa Dock Co., Ltd., was registered on the 11th October, 1866, under the Companies Ordinance, to take over the affairs of the original Company, with a share capital of £750,000 and Mr. Jas. Whittall, of Messrs. Jardine, Matheson & Co., was the first Chairman.

The Hope Dock was opened in June, 1867, by the then Governor of Hongkong, Sir R. G. Macdonald, and for a number of years was largely used for docking ships of H.M. Navy and other large vessels.

In March, 1870, an amalgamation was made with the Union Dock Co., which possessed the property at Kowloon on which our present No. 2 and 3 docks are situated, and the capital of the Company was increased to \$1,000,000.

Mr. David Gillies was appointed Secretary and Manager in November, 1875, and remained in that position till 1901, and was very largely instrumental in successfully piloting the company through very difficult times to the highly prosperous condition it was in on his retirement.

In January, 1877, the properties at Whampoa, not being found to be remunerative, were sold to the Chinese Government on the condition that no Chinese should be docked there.

The two patent ships belonging to Captain Sands were purchased in August, 1897, for \$150,000, and were subsequently removed to Kowloon Dock, where they are still doing good work.

In December, 1899, the Cosmopolitan Dock was purchased for \$400,000, and the capital of the Company increased to \$1,250,000. The acquisition of this property placed the then docking facilities of the port in the hands of the Company.

In April, 1882, owing to the difficulty of finding a dock suitable for deep draught ships, with the assistance of a grant from the Admiralty, the construction of the present No. 1 Dock at Kowloon was started, and was completed in 1898. From that date up to 1901, when the capital was increased to \$2,500,000, the affairs of the company were of ever-increasing prosperity.

Subsequent events are probably within the memory of all of you present and it does not seem necessary to enlarge upon them. I would only mention that in 1908 the Naval Dockyard and the Tai Koo Dock simultaneously came into existence, thus largely increasing the docking capacity of the Colony and naturally introducing a very strong element of competition. However, since 1913 we have been working in harmony with the Tai Koo Dock, and the results, I venture to think, have been to the mutual benefit of both Companies.

Turning to the accounts for this year it gives the Directors great pleasure, on the fortieth anniversary of the Company, to give such a favourable report and we trust it will meet with your approval.

The volume of repair work carried out has been considerable, and the Company has been able to take advantage of the large stock of material it always holds, to carry out this work expeditiously at a time when the question of supplies is a very difficult one.

We have made considerable progress with the new ships which I told you last year we anticipated completing during 1916. Owing, unfortunately, to the great delay in getting delivery of some of the material our expectations have not been realised, but we look for the completion of six of them during the next six months. (Applause.)

In the connection you will be interested to hear that we have just purchased from the Government an extension of our piece of ground at the point outside No. 1 Dock, and are now getting the land levelled and reclaimed for shipbuilding purposes. This new shipyard, when complete, will have four berths 500 ft. long, and we hope in time to get it equipped for constructing very large vessels. (Applause.)

You will observe the sum we propose to write off is considerable. It represents 20 per cent. of the book value of our floating plant, the amount spent on improvements at Cosmopolitan Dock; and the balance of plant and buildings.

The amount we propose to put to reserve can be utilised in any way our Directors think fit for the future improvement of the Company. This, in view of the developments I have just mentioned, is very necessary.

As is fitting in a Company like ours, as large a number as we can possibly spare of our younger men have gone and are going home to take a more active part in the war, and I deeply regret to say that three of them, Messrs. A. Hirst, E. Cruikshank, and L. O. Collins, have already given their lives for their country. It is a matter of regret to our Directors that they were not able to give permission to all who applied for leave for military service, but those who are left have the satisfaction of knowing that their duties are also of national importance.

A good deal of extra work has unavoidably fallen on them, as it is impossible to augment our staff at the present time. I consider that the bonus we ask you to grant them has been well earned, but that you are of the same opinion. (Applause.)

Mr. T. F. ROUGH said:—I rise to second the adoption of the report and accounts. Our Chairman's review of the inception of our Company 50 years ago, and the various additional acquisitions and developments during the period lapsed since then to the stage to which this institution has now grown, bears eloquent testimony to the fact that in the past our directors and management have had always in view the necessity for keeping pace with the continually growing requirements of the navy and mercantile shipping belonging to different countries navigating in these waters.

I note, sir, your mention of the late Mr. David Gillies' term of service in the management of the Company's affairs, which gives us pause, and causes us to "hark back" considerably. Events have followed each other so rapidly it seems hardly credible that sixteen years have passed over our heads since Mr. Gillies retired from the chief managership. There are many still in the Colony who cherish kindly recollections of that courtly old gentleman, and will be grateful to you for your appreciative reference to an old friend who served our Company so long and faithfully.

It is a great satisfaction to realize how well equipped our Docks are to-day, which is brought home to me by the expectation expressed that during the next six months we may look for the completion of the new steamers now in course of construction, despite the difficulties of procuring material from home. Some of these difficulties are in a measure surmounted, but for the most part are still acutely in evidence and likely to be for some time to come.

It is gratifying to learn of the purchase from the Government of land for the extension of our works. I commend to shareholders the foresight and enterprise which prompted the acquisition, and look forward to the time when the addition to our shipyard area is completed, which will place us in a strong position to combat that keen industrial competition which we would be very shortsighted did we not recognize will always confront us. (Applause.)

As it is generally accepted that no footing in the Colony will again be vouchsafed to that nationality who have by their dastardly conduct for ever placed themselves without the pale of commercial relations with us, we must be prepared for stronger opposition growing up outside our doors; both to the north and south we must look for it. The recent awakening of the people of the great country of China to their responsibility in the cause of civilization, when they found it incumbent on them to tell the representatives of Germany to begone from their gaze, sets us thinking. This great nation will be with us in excluding the Hun from again entering the field of competition in providing docking facilities, but they will be there themselves; and although the opposition will be as it should be—friendly, and as such we will welcome it, it will be there all the same; so it behooves us to be far-sighted in making our plans for the future. (Applause.)

It is with much pleasure I note in the accounts provision for a bonus to the staff. The result of the year's working amply warrants a bonus being granted, in which connection I am sure shareholders will join with me in recording appreciation of the good work put in by our employees in their several vocations. As the Chairman says, they are engaged on work of national importance, as carrying out their duties in the service of the Dock Company fills that condition.

Our sympathies are with those members desirous of taking a more active part in combating the hostilities with which we are confronted. (Continued at foot of next column.)

HONGKONG MAGISTRACY.

SELLING WITHOUT LICENSE.

A Chinese, who was stated to be in a good business, was charged, before Mr. Macdonald, with selling cigarettes without a license. He had been twice warned before being proceeded against. A fine of \$10 was imposed. Another Chinese was fined \$5 for a similar offence.

ALLEGED THEFT.

An Indian watchman saw three Chinese coming from the store of the China Sugar Refinery. They made off on his approach, and he captured one. It was obvious, on examination, that the men were intent on carrying off material. The captured Chinese was brought before Mr. Wood and remanded to admit of further inquiry.

MARINE ENGINEER SENTENCED.

George Anderson, third engineer of the s.s. *Hapel*, charged on remand with the larceny of \$150 in Hongkong bank notes, a sovereign, an I.O.U. for \$210, a silver watch valued at \$30, several valuable papers, and a pocketbook, from the third engineer of the same ship, appeared before Mr. Wood yesterday. After further evidence the defendant was sentenced to three months' hard labour.

ATTEMPT TO BRIBE A CONSTABLE.

A Chinese appeared before Mr. Wood charged with attempting an obstruction at Kennedy Town and having attempted to bribe a constable. Defendant, who admitted both charges, said he thought if he paid the constable a dollar it would wipe out the offence. He did not know it was wrong to offer money to a constable.

Mr. Wood warned the defendant that it was a serious offence to do such a thing and was usually punished by imprisonment. A fine of \$10, with the alternative of fourteen days' imprisonment, was imposed for the obstruction, and \$25, or four weeks' imprisonment, for the attempt to bribe.

HONGKONG POLICE RESERVE.

RULES.

With reference to Orders of March 26th to 27th, uniform is to be worn by all ranks when attending at Central Station on Sunday, April 1st.

DISCIPLINE.

Until further orders all Reports must be addressed to Staff Inspector Potter, Victoria Civil. All Report-sheets issued by the Discipline Department must, however, be returned to this officer, c/o Orderly Room Sergeant.

JOINED.

No. 2 Company P.C. 477 D. A. Barradas. (Sgd.) F. C. JENKIN, D.S.P. (R.)

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 24th March is as follows:—

	Receipts for week	Aggregate receipts for 12 weeks.
This Year	\$12,011	\$103,761
Last Year	11,03	100,883
Increase	1,115	12,878

are beset, and who, by force of circumstances, are prevented from responding to the "call to arms" that has sounded through our land. We are proud of the manner in which they have all accommodated themselves to the conditions that arose and still prevail. They are members of our community who, I venture to submit, have to face during the day of 24 hours the maximum strenuous work of any of us. The duties pertaining to their profession claim a very early start in the morning, strict application during the whole of the day, and, according to the present regime, at the hour when restful recreation would be acceptable we find them cheerfully entering upon their various Volunteer duties, comprising parades, drills or guard, as may be ordered, and what I submit certainly is the most arduous number of them taking on the working of the "searchlights," the last named service placing at the disposal of the authorities skilled application beyond the "ken" of the ordinary individual.

We shareholders, Mr. Chairman, join with you in your expression of deep regret that Messrs. Hirst, Cruikshank and Collins should have been already called upon to make the supreme sacrifice for our country, and venture to express the hope that those others of the staff now in the fighting line may be spared to return to us safe and sound after the accomplishment by the Allied Forces of the noble object for the consummation of which our men volunteered. (Applause.) Gentlemen, with these remarks, I second the adoption of the report and accounts.

The motion was put to the meeting and unanimously carried.

ELECTION OF DIRECTORS.

On the motion of Mr. W. Dunbar, seconded by Mr. W. E. Clarke, the Hon. Sir C. Paul Chater and Mr. A. Sorensen were re-elected directors.

Mr. A. O. Lang proposed that the meeting confirm the appointment of the Hon. Mr. C. E. Anton and Mr. J. H. Wallace, in room of Mr. D. Laudale and Mr. D. W. Craddock (resigned on leaving the Colony), and the appointment of Mr. H. P. White in room of Mr. G. W. Barton (resigned).

Mr. D. MACDONALD seconded the motion, which was unanimously carried.

APPOINTMENT OF AUDITORS.

Mr. P. TESTER proposed, seconded by Mr. LO CHEUNG SHUI, the appointment of Mr. F. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., as auditors, at a fee of \$1,000 each.

The motion was unanimously carried. This concluded the business.

THE LAUNCH OF THE
"AUTOLYCUS."LARGEST SHIP BUILT IN BRITISH
OVERSEAS DOMINIONS.
INTERESTING CEREMONY AT
TAKOO DOCKYARD.

The largest ship ever built in the British Dominions Overseas was launched yesterday morning, and the ceremony was performed with all the pomp and circumstance befitting the auspicious occasion. The construction of this vessel, the *Autolycus*, by the Taikoo Dockyard and Engineering Co., Ltd., to the order of Messrs. Alfred Holt & Co., Liverpool, should mark a new era in the shipbuilding industry of Hongkong. The Taikoo Dockyard has, of course, turned out many ships for the coastal trade, but this is the first of the Blue Funnel ocean-going steamers it has launched, and it is hoped that it is the precursor of many others. All the facilities for boat-building are provided here. The workmanship, carried out under expert supervision, will compare favourably with that of the Home yards. It only needs the co-operation of the Chinese Government and the opening up of the immense mineral resources of Kwangtung to give this Port a very important place indeed as a ship-building centre.

Lady May, who was accompanied by H.E. the Governor, was met by Mr. J. Reid and other dockyard officials and presented with a bouquet of flowers in a silver vase on behalf of the Quarry Bay Children by Miss Margaret Reid, the manager's little daughter. Everything was in readiness for the ceremony. Standing upon a raised platform, Lady May broke the bottle of wine upon the bows of the vessel as it slipped into the water. The weather was ideal. Flags and hunting were fluttering gaily in the breeze; music was provided by the band of the 18th Infantry, and there was a large attendance of visitors.

After the ship had been launched an adjournment was made to the moulding shop, where light refreshments were provided.

Those present, or to whom invitations were sent, included Commodore and Mrs. H. G. G. Sandeman, Commander and Mrs. R. W. Myburgh, Eng. Commander W. W. Reed, Commander McMurray, Mr. G. T. Edkins, Mr. Noel Wright, Col. Darling, Lt.-Col. and Mrs. Currie, Major Harris Edge, Lt.-Col. and Mrs. Morgan, Captain Carr, Captain and Mrs. Halliday, Captain and Mrs. Hammond, Major Morgan, Hon. Mr. and Mrs. C. McI. Messer, Hon. Mr. and Mrs. W. Chatham, Hon. Mr. and Mrs. E. R. Hallifax, Hon. Mr. and Mrs. E. D. C. Wolfe, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. C. E. Anton and Miss Anton, Hon. Mr. and Mrs. P. H. Holyoak, Mr. and Mrs. E. Ralphs, Mr. and Mrs. James Macdonald, Mr. and Mrs. R. Hall, Mr. and Mrs. H. A. Cartwright, Mr. and Mrs. C. Montague Ede, Mr. and Mrs. P. M. Hodgson, Mr. and Mrs. E. J. Surman, Mr. and Mrs. Comrie, Mrs. Brotherton, Mr. and Mrs. Frank Austin, Captain and Mrs. Hoperatt, Mr. and Mrs. N. L. Watson, Mr. and Mrs. W. H. Bell, Mr. and Mrs. J. Tully, Mr. and Mrs. W. Quinker, Mr. T. A. Loughlin, Mr. and Mrs. J. A. Plummer, Mr. and Mrs. F. C. Butler, Mr. J. H. Wallace, Mr. and Mrs. H. T. Richardson, Mr. and Mrs. E. A. Williams, Mr. J. Macdonald, Mr. O. R. Rittor, Mr. and Mrs. S. Baker, Mr. A. H. Harris, Mr. C. Thorne, Mr. Geo. E. Anderson, Mr. and Mrs. A. Stevenson, Mr. and Mrs. E. B. L. Rowley, Dr. and Mrs. Balcan, Dr. and Mrs. Black, Mr. and Mrs. S. H. Dodwell, Mr. and Mrs. F. Eidel, Mr. and Mrs. W. L. Patterson, Mr. A. G. Gordon and the Misses Gordon, Mr. T. F. Hough, Mrs. Durnford, Mr. and Mrs. J. McCubbin, Mr. and Mrs. N. J. Stabb, Mr. J. W. Graham and Miss Graham, Mr. and Mrs. T. Neave and Miss Neave, Mr. R. A. Nicholson, Mr. and Mrs. A. Denison and Miss Denison, Mr. and Mrs. R. J. Wilton, Mr. P. H. Rolfe, Mr. and Mrs. D. McMurray, Mr. and Mrs. W. C. Jack, Mr. B. D. F. Bell, Mr. J. Fasse, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. W. L. Leask, Mr. and Mrs. A. R. Lowe, Mr. A. G. Coppin, Mr. and Mrs. J. O. Sheppard, Mr. E. V. Parr, Mr. and Mrs. Falconer, Mr. and Mrs. A. S. D. Cousland, Mr. and Mrs. C. H. Galé, Dr. and Mrs. Stedman, Mr. and Mrs. G.

J. Harman, Mr. and Mrs. E. A. Ram, Mrs. Baxter, Mr. G. K. Nuttall, Mr. K. E. Craig, Mr. J. W. Paton, Mr. and Mrs. Robert McGregor, Capt. and Mrs. Armstrong, and Mr. C. H. Blason, the good ship "Autolycus."

Mr. G. T. Edkins, in proposing success to the good ship *Autolycus* and continued prosperity to the owners, said:—Your Excellency, ladies and gentlemen,—I desire, on behalf of Messrs. Alfred Holt & Co., and of the Taikoo Dockyard, to express the pleasure we have in welcoming you here to-day for the launching of the *Autolycus*, also our keen appreciation of the presence of H.E. the Governor, and of the honour Lady May has accorded us by coming to christen and launch the boat. This she has charmingly and successfully accomplished, and we wish to express to her our thanks. Before asking you to join me in good wishes for the future of the vessel, I will mention a few points connected with her construction. Hongkong has long had an excellent record for its shipbuilding work, and this present occasion now marks a step forward in the industry, for the ship just launched stands for Hongkong's entry into the shipbuilding world for the construction of large ocean-going liners. All connected with Taikoo Dockyard are proud to have been entrusted by such leading and experienced shipowners as Messrs. Alfred Holt & Co. with the construction of one of their highly-classed modern vessels, and also to possess their further confidence, based on work already done, as to be already entrusted with a sister ship for that firm. I hope that as you leave this workshop you will already see progress started with this second vessel on the building berth just vacated by the *Autolycus*. The *Autolycus* is the largest ocean-going steamer so far constructed in the British Dominions overseas, although vessels of similar size are now building in Canada.

The factor in the out-turn of these large vessels, besides the possession of the necessary mechanical plant, is the supply of the skilled labour required more particularly for the exacting work entailed in the heavy plating and riveting. We have it, however, on the authority of qualified experts that work done in previous heavy repair jobs and in the construction of this particular ship responds to every requirement and is a credit to the capacity of the Chinese workmen and their supervisors. In general, finish, also, we have every confidence that their work will bear comparison with the best at home. We hope and believe that these large vessels are only the forerunners of more and larger vessels still to be turned out by local shipyards. I wish to express our appreciation of the great assistance extended to the builders by the owners in placing the result of their experience at our disposal, and on behalf of the dockyard staff generally their indebtedness for the co-operation of Messrs. Alfred Holt's superintendents and staff. I have the pleasure to ask you to join me in best wishes to the good ship *Autolycus* for a successful career with continued prosperity to her owners. (Applause.)

After the toast had been heartily drunk, Mr. Reid proposed the health of Lady May and presented her with a circle of diamonds as a memento of the occasion.

H.E. the Governor replied as follows:—Lady May can make quite as good a speech on her own account as I can, but I dislike public speaking so much that she has asked me to return thanks for her. I, equally, dislike public speaking, but as my indebtedness to Lady May is greater than has been my ability to pay up to the present time, I am quite glad to have this opportunity of making a small sacrifice "on account." So on her behalf I wish to thank, first of all, the little damsel who presented her the beautiful bouquet on behalf of the Quarry Bay children, and also the Quarry Bay children for their kind thought. Next I have to thank Mr. Reid for proposing Lady May's health, and lastly I have to thank the management for doing Lady May the honour of having invited her to launch the fine vessel which has just taken the water, and also for presenting her with such a handsome memento of this occasion. The vessel which Lady May has just launched is the largest ocean-going steamer constructed, not only in Hongkong, but in the whole of the British Dominions. The building of the vessel is an object lesson, proving that the Taikoo shipyard is capable of undertaking almost any class of ship-building carried on in the United Kingdom, and it justifies the forecast of those who established this great yard, and equipped it in a manner that enables it to turn out

almost any kind of vessel. The expert reports received from time to time, on vessels built and on extensive repair work carried out in the great shipyards of Hongkong, prove that the class of work done here is all that can be desired and compares favourably with the work done in the British Isles. In view of the plentiful supply of labour which we enjoy in Hongkong, and the increasing number of skilled workmen in training under the guidance of the highly skilled European staffs in our shipyards, the future prospects of shipbuilding, the greatest industry of this Colony, ought to be well assured. A few instances of the work that has been accomplished in the building of the vessel just launched, will suffice as an eloquent tribute to the successful training and supervision by Mr. Reid and his staff. The propeller and the stern frame of this vessel have a weight of 20 tons, while some of the machinery castings are of the same weight, and two of the boilers completed weigh nearly 100 tons. All of these great forgings have been manufactured on the premises from raw materials. The engines, which are now standing ready to be lifted on board, will indicate 4,000 h.p., and judging by the evidence of previous successful machinery turned out at this yard, these engines will leave little to be desired. The keel was laid on the 22nd May last, and had it not been for unavoidable delays in shipping some of the material, the launching of the vessel would have taken place at a much earlier date. So much for the body and vitals of the vessel. You will wonder perhaps why she is called *Autolycus*. Well, I assume it is because the owners have every reason to be proud of her. *Autolycus* is the name of a daughter of Ulysses. Moreover, at the present time the name *Autolycus* seems peculiarly appropriate. *Autolycus* was the son of Hermes, who was a very precocious infant. Born in the morning, by the time he had swallowed his mid-day bottle he had invented the lyre, and before his evening bottle, he had stolen 50 head of cattle from his brother Apollo. He then returned to his cradle for a good night's sleep. His mother, Autolycus, seems to have inherited the cunning of his father, for he became a most successful robber. He had, moreover, the gift of making himself, with his stolen goods, invisible. We may hope that our baby *Autolycus* will prove a worthy descendant of his ancestors, and will, in the hands of some doughty member of the British mercantile marine, which has won in this war equal glory with the soldiers and sailors of His Majesty's fleet, successfully evade the submarine attacks of all the King's enemies. I predict that he will be able to do so. You know that in fairy tales the hero or heroine has always been supplied with a "Fairy Godmother" who has brought him or her good fortune; well the lady who has acted as "Godmother" on this occasion, although she can no longer be described as a fairy, is celebrated for an abundance of luck, which has indeed, become proverbial. Moreover, you have chosen a lucky day for this ceremony. It is Lady May's birthday and our eldest daughter's wedding day. And besides all that it is a Tuesday—the God of War's day. I feel convinced therefore, that this *Autolycus*, Hongkong's record baby, will not only be a credit to Hongkong, to Mr. Reid and his staff, to the Taikoo shipyard, and her designers, Messrs. Alfred Holt, but will bear a charmed life, which is what all of us here wish her, and under the wings of the God of Battle will fulfil nobly her part in the great struggle in which the Empire is fighting. I ask you to bless her and say with me, as Lady May said just now: "God bless her; God bless the *Autolycus*!" (Applause.)

DIMENSIONS OF THE VESSEL.
The principal dimensions of the vessel are—length over all 441 ft. 6 inches, breadth over all 52 ft. 4 inches, and 33 feet depth to upper deck from bottom of keel. The total gross tonnage is 6,000, and the deadweight carrying capacity will be about 8,200 tons.

The form of the hull has been designed to give the most economical vessel with the power installed, having straight waterlines forward and an easy run aft, the full midship section giving a very fine entrance. The vessel has two complete decks with an orlop deck forward, a bridge and foremast and a citadel deckhouse at fore end of bridge, two pole masts and ten derrick poles, also six cargo hatches.

SCANTLINGS.
These have been designed to the Owner's requirements and are also in accordance with the British Corporation rules for classification of vessels and for freeboard certificate. An interesting fact, which shows the far-sightedness of the owners, is that although the Merchant Shipping (Convention) Act has not yet been put into operation, this vessel complies with a great number of the requirements of the Act, such as an emergency plan for wireless, pumping and lighting, and stowed on the weather deck in addition to the general plant for same in the engine room. There are also large flooding openings in the bunker sides, and all watertight doors are operated from the weather deck. Ten lifeboats are carried under davits, and everything in the respect is to the very latest requirements as regards construction and fittings. The subdivision of the hold, and the stiffening of the bulkheads are all specially considered in view of future legislation. The vessel has a straight stem, elliptical stern, and cellular double bottom all fore and aft, the wings of which have been carried well up the sides of the vessel. There are eight watertight bulkheads carried to the upper deck giving the vessel six cargo holds.

CARGO GEAR.
The vessel is supplied with seventeen steam winches with derricks carrying loads varying from 2 to 40 tons, which ensures rapid handling of cargo.

THE MACHINERY.
The machinery consists of one set of triple-expansion surface-condensing engines having cylinders 26 inches, 44 inches and 75 inches diameter, with a stroke of 64 inches, and is of the most modern design, having "Uniflow" type condenser, which ensures a good vacuum being easily maintained with the minimum of weight. Edward's patent air pump has also been fitted and a separate centrifugal circulating pump of the latest type. When completed and on service the vessel will attain a speed of 13 knots.

QUEEN'S COLLEGE SPORTS.
SECOND ANNUAL MEETING.

The second annual sports meeting in connection with Queen's College was held yesterday afternoon at the College ground, Causeway Bay. It was favoured with delightful weather, and the turf was in splendid condition after the previous day's rain. There was a large crowd of interested spectators, among whom were Mr. Ralphs, Inspector of Schools, and Mrs. Ralphs (who distributed the prizes) and Mr. T. K. Dealy, Principal of the College. An attractive and varied programme of events had been prepared and was carried through in a manner which reflected the utmost credit on Mr. J. C. Fletcher, secretary and his colleagues on the Sports Committee.

The various events were well filled and keenly contested, the closeness of most of the finishes testifying to the excellence of the handicapping. The Senior Championship cup (presented by Sir Robert Ho Tung) was won by Ko Kin Fan, with a possible of 23 points, the runner-up being Lo Shui Kin. A Mahomet won the Junior Championship Cup (presented by the O.C. undergraduates); Chan Chan Pong being the runner-up. Both champions secured their honours with the highest possible points. Two school records were broken, the long jump being increased from 17 ft. 2 in. to 18 ft. 1 in., and the time for the 100 yards sprint being reduced from 11.5 seconds to 11 seconds. Refreshments were dispensed between one and two o'clock, and the band of the 74th Punjab, under the conductorship of Baudinaster Christian, enlivened the proceedings with selections of music. At the conclusion of the sports,

Mr. T. K. Dealy in calling on Mrs. Ralphs to present the prizes, said that all concerned, for days past, had toiled like Trojans. It must have been observed that the boys, without exception, winners and losers alike, had given ample evidence of that British spirit of fair-play that all loved to see. (Applause.) The same feeling was also abundantly shown by the crowd of cheering and interested onlookers.

Mrs. Ralphs then gracefully presented the prizes as follows:—

PRIZE-WINNERS.
LONG JUMP (open)—1, Wang Pok Hing; 2, Wu Hing Him. Ko Kin Fan was best in this event, but, having won three other prizes, was ineligible. Distance, 18 feet 1 inch.

LONG JUMP (under 15)—1, Runjaha; 2, Lo Wai Shan. Mahomet had the best distance, but, having won three other prizes, was ineligible. Distance, 15 feet 10 inches.

100 YARDS (open)—1, Ko Ki San; 2, Lo Shui Kin; 3, Naylor. Time 11secs.

100 YARDS (under 15)—1, A. Mahomet; 2, Chan Chan Pong; 3, Mai Ying Kwai. Time, 12secs.

HIGH JUMP (open)—1, Ng Chan Ching; 2, Ko Yan Cheong. Kok San was highest, but, having won three prizes, was ineligible. Height, 5 feet 2½ inches.

HIGH JUMP (under 15)—1, Runjaha; 2, D. Laing. Height 4 feet 2½ inches. A. Mahomet was highest, but, having won other three prizes, was ineligible.

220 YARDS HURDLES (open)—1, Ko Kin Fan; 2, Wu Hing Him; 3, Lo Wai Shan. Time, 15secs.

120 YARDS HURDLES (under 15)—1, A. Mahomet; 2, Ip Ping Lu; 3, D. Laing. Time, 2secs.

300 YARDS (open)—1, Ko Kin Fan; 2, Lo Shui Kin; 3, Ho Wing Yau. Time, 39.3secs.

500 YARDS (under 15)—1, A. Mahomet; 2, Chan Chan Pong; 3, Lo Wai Shan. Time, 40secs.

SACK RACE—1, Shiu Kwai Shang; 2, D. Laing; 3, Ng U Ngan.

100 YARDS HANDICAP (Chinese)—1, Ng U Ngan; 2, Nei Sing Yan; 3, Choi Man Chan.

PICK-UP RACE—1, S. A. R. Ismail and S. Haroon; 2, E. H. Haroon and D. Laing.

THREE-LEGGED RACE—1, Ko Yan Cheong and Lo Wai Pan; 2, Wu Hing Him and Wu Hing Him.

HALF-MILE HANDICAP—1, S. A. R. Ismail (180 yards); 2, Runjaha (150 yards); 3, S. Haroon (180 yards).

220 YARDS (old boys)—1, F. Shamusdeen; 2, A. Hassan.

ONE MILE (open)—1, Chen Lung Pung; 2, E. Haroon; 3, Ho Wing Yau.

CHINESE MASTERS' HANDICAP RACE (100 yards)—1, Mr. Kong (13 yards); 2, Mr. Lau Pui Yan (7 yards); 3, Mr. Lam Hing San (scratch).

FURN-TECHNIQUE 220 YARDS RACE—1, Mr. Lau Yung Cheong (scratch); 2, Mr. Ng Chung Shang (scratch); 3, Mr. Chan Mo Fong (4 yards).

INVENTION RELAY RACE (for District Schools)—1, Ellis Kadoorie School; 2, Yaumeti School. Five schools competed.

TEAM RACE (for Classes 1, F2, C2, F3, C3)—1, C2.

CONSOLATION RACE—1, Luk Man Yai; 2, Wong Kwai Lu; 3, Lau Hung Chan.

Cheers for Mrs. Ralphs were heartily accorded at the close of the prizegiving, and a very enjoyable and successful gathering was brought to a close with the National Anthem.

INTIMATIONS

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CRAWFORD & Co.SOLE AGENTS FOR
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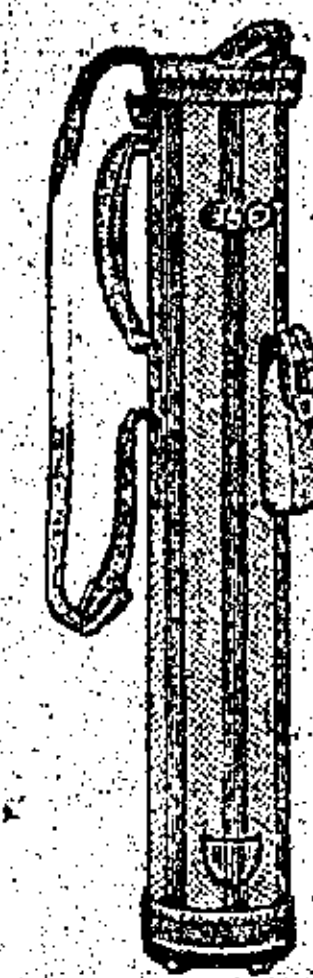
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GOLD-MEDAL GOLF CLUBS.

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WANTED.

WANTED for Local Shipping Office, Junior PORTUGUESE ASSISTANT. Apply with copy of references to Box No. 15, Care of "Daily Press" Office, 423

WANTED.

YOUNG MAN is required by Shipping Office as a Stenographer and Typist. For further particulars refer to—
T-1, Care of "Daily Press" Office 410

SWEEP CHANNEL EASTERN ENTRANCE, HONGKONG.

SHIPS are cautioned that they should approach and leave the Harbour by the Sweep Channel and that deviation from it is attended with risk. The Channel is swept between the hours of sunrise and 7.30 A.M. and should not be used between those times. In the event of ships arriving in the Sweep Channel before the sweeping is completed they are warned that it is dangerous to approach vessels employed sweeping the Sweep Channel or to attempt to pass between pairs of vessels sweeping.

The vessels sweeping carry a ball at the masthead and another ball in a position where the yard would be and on that side on which it is dangerous for vessels to pass. All signals made by the vessel superintending the sweeping are to be strictly obeyed.
C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 24th March, 1917. 440

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), the 23rd March, 1917, Commencing TO-DAY from 11 A.M. to 12.30 NOON, and from 2.15 P.M. at "BRASSIE HOTEL," 29, Macdonnell Road, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c., therein contents, comprising:—Hall Stand, Large Mirror in Blackwood Frame, Side Table, Upholstered Arm-chairs and Sofas by Lane, Crawford, Blackwood Catinets and Stands, several Carpets and Rugs (Antiques), including one large Pine Carpet, Paintings and Pictures, &c., large carved Teakwood sideboard, Dinner Wagon, large and small Dining Tables, Chairs, a large quantity of Table Linen, &c., Electro-plate and Cutlery, including a number of Silver Articles, large and small "Blackwood" Wardrobes with Mirrors, Double and Single Bedsteads, Dressing Tables, Washstands, Toilet Sets, Bed Linen and Blankets, Bathroom Utensils, large Ice Chest, Pantry and Kitchen Utensils, including a large Cooking Stove, &c., &c.

Also, Two Pianos (one by Collard & Collard, Tannet Net and Poles, full-size Cricket Set, Lawn Mower, Garden Tools, Wire Netting, and a very fine Assortment of Pot Plants, Palms, &c. Catalogues will be issued.
HUGHES & BOUGH,
Auctioneers. 441

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AN INTERIM DIVIDEND OF FIVE DOLLARS per Share has been Declared and will be payable at the HONGKONG and SHANGHAI BANKING CORPORATION on or after WEDNESDAY the 4th April. The REGISTER of the Company will be CLOSED from SATURDAY, 31st March, to WEDNESDAY, 4th April, both days inclusive, during which days no Transfer of Shares can be made.

DEVIDEND WARRANTS will be ready on WEDNESDAY, the 4th April, and may be obtained on application
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 21st March, 1917. 441

THE HONGKONG ELECTRIC CO. LIMITED.

NOTICE. The Special Attention of the Public is directed to the undermentioned Regulations which form part of the Regulations made by the Governor in Council under Section 5 of the Electricity Supply Ordinance, 1911, on the 15th March, 1917.

32—"Any person making any addition to any electrical installation connected to the Company's main without obtaining the written consent of the Company thereto shall be liable to a penalty not exceeding \$100 for every such addition."
34—"Any consumer, upon whose premises any such addition shall be found, shall be liable to a penalty not exceeding \$100 for every day or part of a day during which such addition shall have been in existence. In this regulation "consumer" means the person in whose name the contract for the supply of electricity to such premises was made with the Company, or if there be no such person, the principal tenant or person in actual occupation of the premises in which such addition shall be found."

Having regard to the possibility of a breakdown of the Company's present plant through unauthorized additions to existing installations the Public is earnestly requested to co-operate with the Company by bringing to the Company's notice any contraventions of the above regulations.
Dated this 20th day of March, 1917.
GIBB, LIVINGSTON & Co.,
Agents. 427

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 11.30 A.M. TO-DAY (WEDNESDAY), the 23rd instant, to receive a Statement of the Company's Accounts to 31st December, 1916, and the report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 23rd instant, both days inclusive.
JARDINE, MATHESON & CO. LTD.,
General Managers,
Hongkong, 8th March, 1917. 381

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at NOON, TO-DAY (WEDNESDAY), the 23rd instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.
JARDINE, MATHESON & Co. LTD.,
General Managers,
HONGKONG FIRE INSURANCE CO. LTD.,
Hongkong, 8th March, 1917. 382

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE THIRTY-NINTH ORDINARY MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on FRIDAY, the 30th instant, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th March, both days inclusive.
JARDINE, MATHESON & Co. LTD.,
General Agents,
Hongkong, 9th March, 1917. 388

GREEN ISLAND CEMENT COMPANY, LIMITED, AND REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st March, to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of \$2.50 per Share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of the BOARD OF DIRECTORS.
Hongkong, 22nd February, 1917. 329

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIRST YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, TO-MORROW (THURSDAY), the 23rd March, 1917, at 5.30 P.M. By Order.

E. DES VEXUX,
Secretary.
Hongkong, 16th March, 1917. 412

HONGKONG POLICE (RESERVE).

SERVICE RIFLE CHAMPIONSHIP MEETING.

FOR

H.F. THE GOVERNOR'S CUP.

SATURDAY, APRIL 7th, 1917.
Commencing at 10.30 A.M.

Open to any person in the Colony.

Entrance Fee \$1 (to be used in connection with printing expenses).
Service Rifles. Open Rifle. 100 yds. Grouping. 400 yds. Deliberate. 200 " Deliberate. 500 " 300 " 600 "

Printed conditions may be obtained on written application to Chief Inspector H. A. LAMBERT, Headquarters Club, H.K.P.R. 310

G. R. NOTICE.

ANY EUROPEAN Non-Aristic or Indian desiring to leave the Colony should apply in person at the CUSTOMS EXAMINATION STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. 33

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In packets of different containing—
50 for \$1.00 100 for \$3.25
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1, Des Vaux Road Central. 188

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IMMEDIATE entry. Four very desirable SHOPS situated in Lee House Street, opposite the Grand Hotel, recently reconstructed. For rent and other particulars apply to—
THE MANAGER,
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TO LET.

1 NEW HOUSE in Conduit Road. Ready for occupation. Also 1 GODOWN in Duddell Street. For rent and other particulars apply to—
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TO LET.

NO. 42, ELGIN STREET. Apply to—
PERCY SMITH, SETH & FLEMING. 102

TO LET.

OFFICES, 2nd Floor, St. George's Buildings. Apply to—
SHEWAN, TOMES & Co. 69

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. A SIX-ROOMED HOUSE in Minden Row, Kowloon.

A FLAT in Humphreys Buildings, Kowloon. TO LET OR FOR SALE. KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 291

TO LET.

OFFICES in King's and York Buildings THE RETREAT, No. 53, The Peak. HOUSES in Clifton Gardens, Conduit Road. HOUSES in Broadwood and Morrison Terraces.

HOUSES on Shamien, Canton. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD. 28

TO LET.

NO. 3, CAMERON VILLAS, No. 63, The Peak, FURNISHED. A ROOMED HOUSE at Mount Kellett, furnished for 5 or 6 months.

No. 12, BEACONSFIELD ARCADE SHOP. KELLET STREET, 66, PEAK. No. 25, BELLILLO TERRACE, with entrance to Conduit Road.

TWO GODOWNS in Duddell Street. No. 2, DES VEXUX VILLAS, 51, PEAK (Unfurnished).

TO LET OR FOR SALE. CLOVELLY, No. 12, Peak Road. Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings. 30

NOW READY.

THE

DIRECTOR

AND

CHRONICLE

FOR

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1917

FIFTY-FIFTH ANNUAL ISSUE.

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The Daily Press.

HONGKONG 23rd March, 1917.

SHIPBUILDING IN HONGKONG.

The launching of two large ships—one of them the largest ever built in the British Overseas Dominions—within a few days of each other, in Hongkong, inevitably leads to speculations as to the possible local developments of this important industry. The war, and especially the latest submarine policy of our enemies, has brought home to us in a very forcible manner the fact that shipping is the life-blood of the Empire. Nobody wishes to exaggerate the efforts of the Germans—they do that themselves so thoroughly that we are inclined to discount any statements which they make—but, on the other hand, it would be sheer folly to close our eyes to obvious facts. The unspeakable crime of sinking all vessels at sight has placed the Central Powers outside the pale of civilization and brought down upon them the condemnation of the whole world. They must have foreseen this and decided that the results of their inhuman policy, as affecting the British Empire, would be ample compensation. We are convinced that once again they are mistaken. But, while they will not win the war because of their disgraceful methods of conducting it, it would be idle to deny that they may succeed in seriously diminishing the available tonnage of the world, for some time at least. As the guests at the local shipyards saw the new ships take the water, therefore, they must have felt proud that Hongkong was returning such a suitable answer to the German challenge. We sincerely hope that the large Blue Funnel steamer which was launched at the Taikoo Dockyard yesterday is only the first of many similar ships that will be constructed in this Colony during the next few years. This

hope is encouraged by the announcement that a sister ship for the same owners, Messrs. Alfred Holt & Co., is already on the stocks. For some years to come there will be so great a demand for cargo-boats that we expect to see considerably more standardisation in shipbuilding in the future than in the past. For the purpose of fuel economy cargo ships travel more slowly than mail boats; we imagine, therefore, that in Hongkong most of the work done will be in connection with the building of vessels of the former class. Practical proof has now been given that the Chinese, under proper European supervision, can build ocean-going steamers equal to those constructed in Great Britain. To the majority of people it must appear almost incredible that such accurate and skilled craftsmanship as is essential for twentieth century shipbuilding can be obtained from the Chinese. We understand that the main engines of the *Autolytus*—such is the name of the new Blue Funnel vessel—were entirely constructed in Hongkong, and that means, of course, that the workmanship was Chinese. Although all the raw materials, in the shape of the plating and girders, were imported, it must obviously have required considerable technical skill to build up a ship out of them. Therefore, while giving all due credit to the British managers and foremen who supervised the work, we cannot withhold a tribute of praise from the Chinese mechanics and labourers who carried it out. It is one more illustration of the fact that, with European supervision, the Chinese can do almost anything. General Gordon left on record his intense admiration for the Chinese soldier who was properly officered, and the industrial army seems to be very much like the soldiers of Gordon. The only problem now remaining to be solved is that relating to the provision of the raw material. We can only once again express the hope that steps will be taken to develop the iron and coal of the province of Kwangtung, for if that be done Hongkong will develop rapidly as a shipbuilding centre.

AN ANOMALY REMOVED.

We are glad to observe that the Hongkong Chamber of Commerce has reverted to the custom which obtained for so many years prior to the lamented death of the Hon. Mr. E. A. Hewett, C.M.G., of combining the Chairmanship and the representation of the Chamber on the Legislative Council in one person. Although, at first sight, it may appear advantageous to keep the two appointments separate when the Chairman happens already to be a member of the Council, we do not think that in practice such an arrangement is likely to give the best results, for it must tend to weaken the authority of both. The Chairman should be the mouthpiece of the organisation, and the mouthpiece of the organisation should be the Chairman, so that the Chamber may always speak with one voice. It will be generally agreed that the Hon. Mr. P. H. HOLYOAK is admirably qualified for the dual position and has thoroughly merited the honour. His services during the past twelve months have always been placed freely at the disposal not only of his immediate constituents but also of the general public. In addition to urging the removal of enemy subjects to a safer place of internment and the suppression of enemy trade-marks, he has taken an active, if less conspicuous, part in many other important questions such as the Colony's contribution to the Imperial war-effort, the appointment of the Military Service Commission, and the establishment of the War Savings Association. In the near future matters of equal moment affecting the honour and welfare of the Colony will arise, and it is eminently desirable that in presenting the views of the commercial community to an unsympathetic official majority he should enjoy every advantage which it is possible to give him. In the most favourable circumstances the task is one calculated to make the most dauntless despair.

Dr. Earle, of the University, is to address a meeting of the Church of England Men's Society this (Wednesday) evening, at 9 o'clock, in St. Paul's College, on "Anglo-Catholicism" with a view to defining the position of the Anglican Church and its relation to other Christian churches and bodies.

A ship's engineer, named E. Petenenger, has reported to the Police that a gold watch and chain and \$80 (gold) have been stolen from his cabin, the total value being \$120.

Ladies willing to sell flags in aid of War Charities on St. George's Day, April 23rd, are requested to kindly send in their names by Saturday morning next, March 31st, to Lady May, c/o Helena May Institute. They are requested to state if they have any preference for any particular district. Envelopes should be marked "St. George's Day."

The death took place with tragic suddenness on Monday night of Mr. Anibal Puccio, Consul General for Peru in Hongkong. The deceased, who was only 47 years of age, was attending to his Consular duties as usual on Monday. About 11 p.m., when in his rooms at Kingsclere Hotel, he became suddenly ill, and expired within a few minutes, death being due to heart failure. It was just over a year ago that the late Mr. Anibal Puccio came to Hongkong from Glasgow, where he had been Consul General, succeeding Mr. Caruso as Consul General for Peru in Hongkong. The deceased, who belonged to a prominent Peruvian family, made a large number of friends during his period of office in Hongkong. He was a man of great ability, and numbered among his closest acquaintances Mr. Pardo, President of Peru. The deceased's father is also a prominent personage in Peru. Much sympathy will be extended to the deceased's widow and young daughter in their sudden bereavement. The interment took place at the Roman Catholic Cemetery, Happy Valley yesterday, when all the Consulates were represented. The Colonial Secretary (the Hon. Mr. Claud Severn, C.M.G.), and the Governor's A.D.C., (Capt. Llewellyn Edwards) were also present, representing the Hongkong Government. There was a large collection of beautiful floral tributes, testifying to the high esteem in which the deceased was held.

THE GERMANS IN CANTON.

Our Canton correspondent, writing on the 20th instant, says:—

Acting upon instructions from the Central Government, the local Governors have sent two officials to Fong Chuen—a place opposite Shamien, in which most of the Germans are putting up—for the purpose of watching their movements carefully.

At the request of the German merchants who still remain in Canton, the local Governors have recently instructed the police and military to safeguard them.

The local Governors have recently received a telegram from the Ministry of Justice at Peking stating that any Germans who violate the law will be tried and sentenced by the Chinese authorities. The local officials and magistrates of various districts have been notified accordingly.

GOVERNOR'S CUP SHOOT.

The following further entries have been sent in for the Rifle Shoot for H.E. the Governor's Cup on Saturday, April 7th:—

Sergeant Manuk, H.K.V.C.
Cpl. Grimes, R.E.
Cpl. Ramskill, R.E.

Sergeant Bradbury, H.K.V.C.

The Hon. Mr. E. H. Sharp, K.C., has presented a cup for the third best shot.

Captain G. G. Wood, H.K.V.C., will officiate as Range Officer, Captain Preston, H.K.V.C., will be in charge at the Butts, and Chief Inspector Chinchen will do the squadding.

Entries close on Friday, March 30th.

SALE OF PROPERTY AT KENNEDY TOWN.

By order of the Supreme Court Mr. G. P. Lammert offered for sale by auction on Monday afternoon in the lots certain pieces of land or parcels of ground situated in the City of Victoria, Hongkong, and registered in the Land Office as Marine lot No. 249, Section A of Marine lot No. 247, and the remaining portion of Marine lot No. 247 and Section A of Marine lot No. 247, together with the messuages and dwelling-houses thereon or built on part thereof, known as Nos. 254, 255, 256, 257, 258, and 259, and 254 Praya, Kennedy Town, and Nos. 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689,

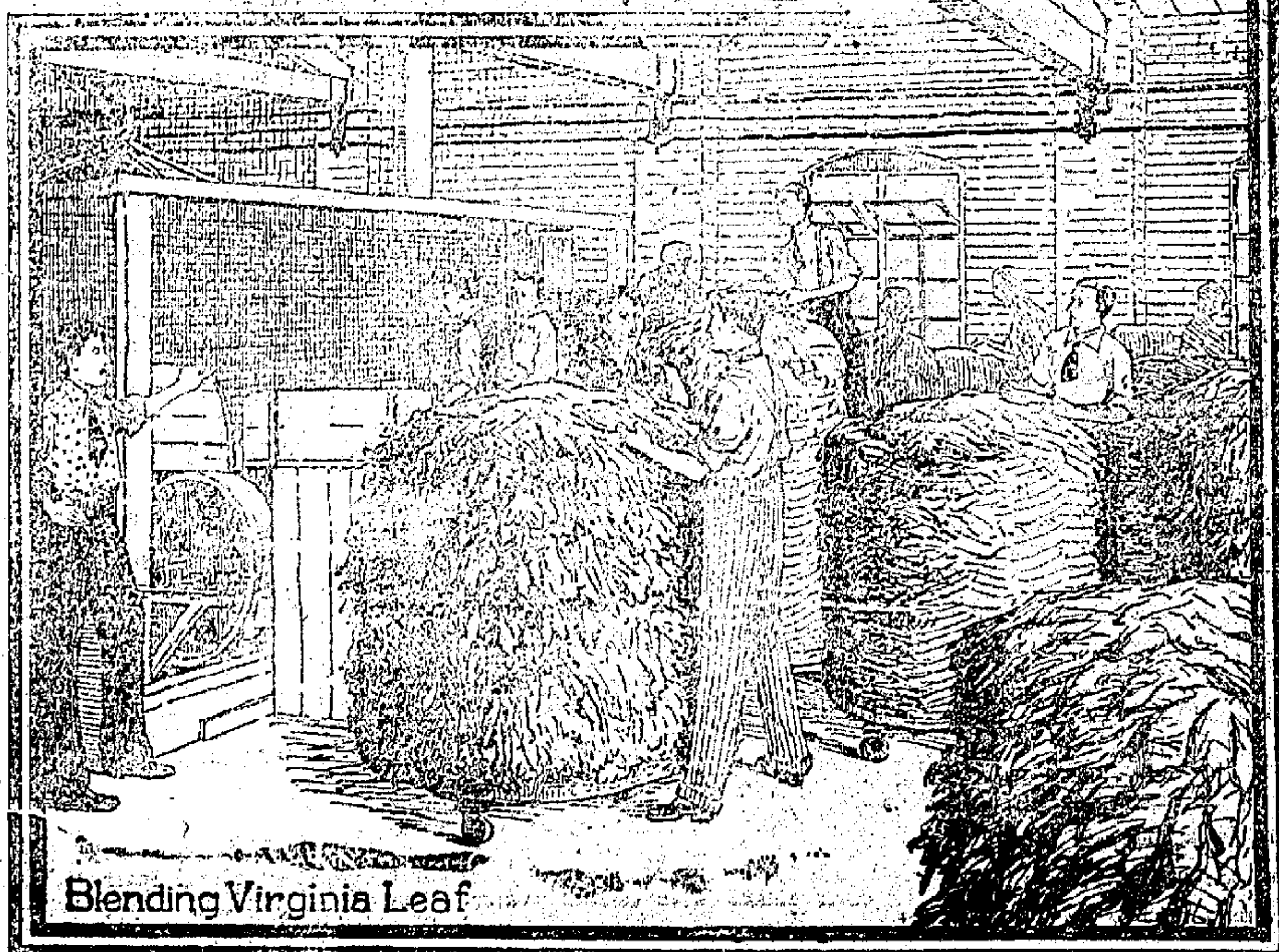


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THE NEW FRENCH REMEDY THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

AMERICA'S HELP.

WAYS OF ASSISTING ALLIED POWERS.

Telegraphing on February 6th the *Morning Post's* Washington correspondent says—

If Germany forces the United States into war will she come in as a full member of the *Entente* partnership or only as a limited partner? That is a question which men are asking, and about which there is much speculation. Having entered the war, will the United States be asked to subscribe to the agreement made by the other Powers and make peace only in concert, or will she reserve liberty of action to make peace when it may be to her interest to cease fighting?

A great many Americans recoil at the thought of the United States making a hard and fast agreement to be governed by the voice of Europe, and would prefer that their country should retain its independence while making common cause with the Allies. But there are also men who regard this as a favourable opportunity for the United States to cast off its isolation and to become an active member of the family of nations. I am given to understand by members of the Government that the political consequences entering the war have not been overlooked by the Administration, but that the policy to be adopted will be influenced in a large measure by public opinion when the decision has to be made.

Whatever may be the course adopted, it is gratifying to note that the leading members of the Administration, as well as public men, say that if the United States is compelled to fight it must help to win the war and exert all its power to defeat Germany. Until the first shot is fired there may be doubt as to how far the United States ought to go, but once hostilities begin and the United States is irrevocably committed there will no longer be hesitation or any other thought except to fight until Germany is forced to surrender. The military assistance which the United States is to render the Allies has been practically determined by the President after consultation with the Secretary of the Navy and the Secretary of War. These plans are, of course, subject to modification according to circumstances and after conference with the Allied Governments, and therefore in a sense are tentative; but they will, it is believed, meet with the approval of the *Entente* Powers as making the most valuable use of America's resources.

PATROL OF THE ATLANTIC.

For the present at least the assistance of the United States will be purely naval, as it is recognized that this country will be unable to send an Expeditionary Force of any importance to Europe for some time. The United States will undertake the patrol of the North and South Atlantic, thus keeping the waters on this side free from raiders and submarines, safeguarding vessels sailing from American and Canadian ports, and releasing for active service British and French cruisers engaged in patrol duty off the American coast. The naval authorities believe that they have vessels enough at their disposal to protect their ports as well as American and Allied commerce, and that, by strategic disposition of the Navy, merchantmen can be given adequate protection until they are well out at sea, when responsibility for their future safety will be taken over by the Allied Fleet.

The feasibility of convoys has been discussed, but it is not considered practicable by the naval authorities, nor does it offer as great a measure of protection, in their opinion, as vessels stationed at certain fixed points. In addition to vessels now in commission, the Navy Department proposes to take over as many merchantmen as may be necessary and to equip them as auxiliary cruisers, and to press into the service a swarm of fast motor-boats and other small craft to supplement the work of the destroyer flotillas and patrol boats.

FINANCIAL AND MATERIAL AID.

The use of the Navy rather than of the Army, that is, the sending of an Expeditionary Force to Europe, would be less objectionable to the great mass of Americans. By the United States sending itself solely to naval warfare with its vessels operating on this side of the Atlantic these Americans will be able to solve their conscience by saying that the United States is fighting solely for defence, which even the most extreme pacifist sanctions, while if the Army is sent to Europe, the war, according to the perverted view of pacifism, would appear to be a war of aggression and therefore to be opposed to American traditions. However, an American Expeditionary Force is not a question of pressing matters, as months must elapse before American troops could be sent abroad.

There are two other ways by which the United States could be of great assistance to the Allies. Both have been given passing consideration, but will not be seriously discussed until it is seen how deeply the United States is involved and what its share of the burden ought properly to be. One is financial and the other material. The United States at the present time being in possession of one-third of the world's supply of gold, can not only regulate the exchange of the world, but can also extend credit to Russia, Italy, and other Powers needing financial assistance. The American Government can also make a contribution in kind to its Allies. In lieu of American troops fighting side by side with Englishmen and Frenchmen in France or elsewhere, the United States can furnish munitions and other supplies, and munitions and money might be more valuable now than any land troops. These questions are being given consideration, but naturally no decision can be reached until the United States is formally at war, and if some of the leading exponents of pacifism are to be believed, the United States has gone as far as it need go, and will not have to do anything more.

The New York *Evening Post* writes: "The President is refusing to believe that Germany is deliberately trying to draw the United States into war, and tells of (Continued on foot of next col.)"

ENGLISH MOTHER'S ESCAPE FROM GERMANY.

THE FOOD TERROR.

The conditions in Germany are described below by an Englishwoman who escaped to Holland to ensure food for her children. Married to a business man in Düsseldorf, she was in Germany before the war and lived there until January.

"There is partial starvation in Germany now. The German housewife fears real starvation in the spring—say, when vegetables are scarce, in April. I know of boys of 15 who have fainted at school. I weighed only 90lb. (6st. 6lb.) when I escaped from Germany. In eight days in Holland I gained 35lb. In six weeks, with nourishing food, I have gained 25lb., and though still thin I am gaining daily."

The speaker was a slight, almost fragile young widow, the daughter of Mr. J. R. Rock, 34, Endlesham Road, Clapham Common, S.W. Her German husband, called up at the outbreak of the war, was killed at Ypres. She was left with three young children; one died of diphtheria in November. A boy, aged one year and nine months and a girl of three years and nine months, she has succeeded in taking to England after a series of adventures that reveal British tenacity and maternal solicitude.

STARVING TO SAVE BABIES. In Düsseldorf we had a shortage of food last spring," she told a reporter, "and the famine in butter and other fat led to tremendous struggles in the shops. At three shops one Saturday night, to my personal knowledge, there were casualties. One woman was killed, another had her ribs broken, and I was thrown down and trampled under foot. The clamour for fats grew until rioting set in, and the soldiers appeared to sympathize with the women. When I moved to Crefeld and tried to deal with new butchers I could get no meat until tickets were introduced. Then we got our allowance and took it, asking no questions. The soldiers in the trenches may be well fed, but I have seen soldiers at home in training or on guard duty begging for bread from house to house. Every foot of land is cultivated, especially near the camps.

Gradually the situation grew worse. Now there are no pigs, and potatoes, almost the only thing to be got, are growing scarce. For a long time before we got away the allowance was 6lb. of potatoes per person each week. In September we could get no milk powder or condensed milk for a fortnight. I had to go without dinner and supper in order that my children might be kept alive. Bear in mind, I had money to buy, but could not get food at any price. Six weeks ago the weekly allowance per person on food tickets in Crefeld was:— 6lb. of potatoes, 1lb. of meat, 3 1/2lb. of bread, 1lb. of sugar, 10oz. of butter or other fat, not more than one kind.

CHERRY MOBS. One egg a fortnight was allowed. For my two children I could get only 1lb. meat. The news that a store has some cheap oranges a crowd to mob the entrance, and the cheese is sold at twenty times the normal price. Jam cannot be got for love or money. The coffee substitute is frightful. A little coffee is smuggled from Holland, and also cocoa, to be sold at exorbitant prices. Prunes, rice and white flour are 2s. 6d. a lb. when you can get them. Household soap such as sells here at five pence a bar costs 6s. You wash your hands in stuff made of clay. Hat elastic is 8s. a yard.

"The Germans know better than we how to store vegetables and how to cook them, or they would not have done so well. The spirits of the women are marvellous. But in her heart the *hansfrau* believes that unless the Government has somewhere enormous reserves of food for distribution she is close to starvation. Germans think England, too, is nearly as badly off for food as their own country."

CRAWL OVER THE FRONTIER. Finally she determined to escape. "Twice I tried," she said, "to join the frontier, only to be stopped. Then one night I tried again and was pulled up by a sentry. He was insolent at first, but at last, when the guard changed at 10 p.m., he let me pass, on my explanation that I was going to Holland to smuggle some things over. I got into the fields, but in trying to regain the main road was caught and handed over to another guard. This man finally said he would not hinder my doing a little smuggling. I passed several barking dogs and ran into the fields.

"After walking for an hour or so I came to a small forest surrounded by barbed wire by the Dutch. I walked round three sides trying to find my way. Eventually I struck the road again and saw a signpost that I was close to the German lines still. German sentries in fact caught sight of me and stared in my direction while I crawled on my elbows and toes. Turning, I saw another guard, and this time it was half an hour before I could move. I heard a clock in the distance strike 2 a.m. At last I got away and came to a Dutch café with a veranda, three garden chairs, a mat, and a sack. With these I made a bed, and slept till six o'clock. As a result I still have a frozen toe."

Thousands of telegrams sent to the President reminding him that he was elected to keep the country out of the war, the senders pledging their support, however, if it is needed. The *Post* believes that Dr. Wilson's appeals to other neutrals will be successful and that Germany will hesitate to outrage the moral force of the entire world, but the paper is more optimistic than the State Department, which sees little hope of other neutrals breaking diplomatic relations, although it is convinced that all of them would be glad to do so and to condemn Germany for her barbarity and defiance of moral restraints.

The attitude of the leading papers continues to be admirable. There is neither boasting nor panic. The Press recognizes that war appears to be inevitable, and recognizes also the sacrifices that may have to be made, but it counsels courage, moderation, and patriotism, and urges everyone to forget politics and personal interests and to remember only that he is an American and that his country faces peril.

THE LATE DUKE OF NORFOLK.

MR. WILL CROOKS' STORIES.

In the *Daily Express* recently were some capital stories of the late Duke of Norfolk, related by Mr. Will Crooks. He described his Grace as a good friend of his, adding: "The first notice I took of the Duke was when he was on the London County Council. They were selecting committees, and one of my colleagues wanted to get on the Parks Committee. Immediately in front of us was the Duke."

"I suppose," said my friend, "that I might as well ask to become the Duke as a member of the Parks Committee."

"The Duke turned round and said, 'I wouldn't vote for you for Duke, but I will for the Parks Committee.'"

"I went some years ago to the Duke to induce him to take the chair at a dinner in Poplar for a local charity. At that time I was not popular with the Duke of Poplar. The dinner came off in the council chamber. The local magnates who spoke seemed to be short of a peg on which to hang their speeches, so they all denounced me. At the end there was the rest of the visitors. The Duke asked them who was selected to respond. A local doctor, they said.

"That won't do," answered the Duke. "Mr. Crooks must have his chance."

"I had it, much to the disgust of the local magnates."

"The greatness of the man in small details came out in many ways. I remember an instance in the middle 'nineties. I received an invitation to a grand reception in the West-end. Like a foolish and innocent young man, I accepted it. I went in my ordinary blue pilot suit. The host said, 'Very good of you to come.' A lady by his side drew herself up to an abnormal height and gazed at me through a lorgnette. I said to myself, 'Bill, you were foolish to come here. This is no place for you.' I wandered all alone round a big room. No one seemed to have any desire to speak to me or to know me. Presently I heard a voice, announcing 'His Grace the Duke of Norfolk.' I stood in a corner and watched to see the difference between the duke's reception and my own. To my astonishment, the duke walked straight across the room to me, linked his arm in mine, and said, 'You and I, Crooks, seem to be the only two without a companion.'"

"One day I was in Chandos-street, Strand," continued Mr. Crooks, "I had just come out of a coffee-shop when I saw the duke coming along the pavement. I stepped into the road. He stepped into the road too.

"Were you going to pass me by?" he asked.

"I didn't think you wanted to see me," I said.

"I've just accepted the position of Postmaster-General," said the duke. "Have you anything to say to me?"

"Yes, I'm told that petitions from *employes* in the Post Office remain in pigeon-holes eighteen months and two years, and are not seen. What I want you to do us to have all petitions dealt with in three months."

"Anything else?"

"Never sign a man's dismissal without giving him a chance to state his side of the question."

"He smiled, and said he would carry out these things. I understand that he did."

"During the struggle over the Parliament Act I met the duke, and he said, 'Well, Crooks, what are you going to do with us?'"

"We're going to abolish you—but there'll be room in the Commons for you," I said. He only smiled.

"I've seen him going about with the map on his silk hat, the wrong way, and one of his trousers turned up about five inches. 'I'm a duke, so I can dress as I like,' he said."

WORRY FOR SUBMARINES.

ADMIRAL BACON'S CONFIDENT MESSAGE.

At a meeting in support of the War Loan at Greenwich, Captain Hamilton Bann, M.P., read the following message from Admiral Sir Reginald Bacon:

"Do not worry too much about submarines. The Navy will give them all the worry they want. The splendid block of our merchant seamen will upset the German calculations at the end of the war as badly as did our contemptible little *U-boats* at the beginning."

The Germans take others by their own standard. They think the country is going to be panic-stricken and our merchant seamen frightened by this newest piece of bluff. But you are not going to be frightened, panic-stricken, or starved.

What you can worry about today is the War Loan. If you will try as hard to do your duty ashore by raising the Loan as we are doing at sea by sinking submarines and frustrating other evil devices, you will make the Loan such a success that it will be the knock-out blow for the enemy."

Captain Bann said that the Admiral did not mean that the submarine menace was no serious. It was very serious. But he meant that our sailors and merchantmen would get the better of the submarines. He was betraying no secret when he said that the losses had not been all on our side.

Mr. Hodge, Minister of Labour, said the Germans thought their super-spiritualism would prevent our merchant seamen from going to sea, but none had been frightened, and we ought not to forget what we owed to them. Money was wanted not only for munitions and to build merchantmen to take the place of those sunk, but to construct horns to chase the German submarines over the seven seas of the world until they had been sunk. "When the offensive starts in the spring," he added, "as start it will, there must be an unlimited supply of ammunition, so that when the German lines are broken there shall be no holding up for lack of supply."

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FOR	STEAMERS	TO SAIL
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SHANGHAI	"SINKIANG"	On 28th Mar. 4 P.M.
HONGKONG	"KAIYANG"	On 28th Mar. 10 A.M.
NEWCHOWANG	"KANSHI"	On 21st Mar. 10 A.M.
SHANGHAI	"AND"	On 1st Apr. 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 4th Apr. Noon.

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Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & BOWLES, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
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E. V. D. PARR,
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SHANGHAI, MOJI and KOBE: BOMBAY MARU (WED. DAY, 28th
Capt. Shiohara 8,000 Mar., at 8 A.M.

NAGASAKI, KOBE and AKI MARU (FRIDAY, 13th
Capt. Yoshikawa 15,200 April, at 10 A.M.
YOKOHAMA.

SHANGHAI, KOBE and KAGA MARU (THURSDAY, 12th
Capt. Komatsubara 12,500 April, at 11 A.M.
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SHANGHAI, KOBE and JINSEN MARU (FRIDAY, 13th
Capt. T. Kishida 8,000 April, at 11 A.M.
YOKOHAMA.

KATORI MARU (SATURDAY, 29th
Capt. Aon 8,000 April, at 11 A.M.

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Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
NIPPON MARU ...	11,000 — 16 knots	WED., 28th Mar.
SHINYO MARU ...	22,000 — 21 knots	MON., 2nd April
PERSIA MARU ...	9,000 — 14 knots	MON., 16th April
KORRA MARU ...	18,000 — 18 knots	SATUR., 29th April
SIBERIA MARU ...	18,000 — 18 knots	SATUR., 12th May
TENYO MARU ...	28,000 — 21 knots	WED., 23rd May

FIRST CLASS TO LONDON G\$848 (£71.10.0) RETURN G\$609 (£122).
" " " SAN FRANCISCO G\$2.50 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Siberian Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA
OBUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO;

TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, Agent,
King's Building, 67

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Djibouti, Suez,
Port Said, Marseilles.

For SHANGHAI, KOBE AND } STEAMER
YOKOHAMA ... } To SAIL

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
Queen's Building, 3

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE AND TACOMA, via
SHANGHAI, MANILA, NAGASAKI,
MOJI, KOBE, AND YOKOHAMA.
(TRANS-PACIFIC).

"MEXICO MARU" ... SATURDAY, 31st Mar., at 1 P.M.
"HAWAII MARU" ... THURSDAY, 12th Apr., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Ningpo, Takao, via Swatow and Amoy.

"JOSHIN MARU" ... WED. DAY, 28th Mar., at 8 A.M.
"SOSHI MARU" ... THURSDAY, 29th Mar., at 8 A.M.
"AMAKUSA MARU" ... SUNDAY, 1st Apr., at Noon.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 78 will be found.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
No. 1, Queen's Building, 49

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery covering a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

POST OFFICE NOTICE.

Particulars of outgoing and incoming Mail, other than those shown below, will not be advertised in future.
The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O ...	5.0 P.M.	—
Tai Po ...	10.00 A.M.	9.30 A.M.
Cheung Chow	—	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Aukau, Ping Shan, Sai Kung	4.30 P.M.	—
Santin, Stanley	—	—
Canton Samahul and Wuchow	7.30 A.M. Macao 5.00 P.M. Letters 6.00 P.M.	6.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	9.00 A.M.
Rongmoon	Except Saturdays	5.00 P.M.
Namtau and Sammei	5.00 P.M.	5.00 P.M.
Shamshun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M. 1.30 P.M.
Canton	9.30 P.M.	9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.
Shok Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukung	6.00 P.M.	6.00 P.M.
	Except Saturdays	—

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

PREPARE FOR THE HOT WEATHER
by having your **ELECTRIC FANS** in order as soon as you want them. They require overhauling every year, and now is the time to get this done.



We will
Clean and Oil DESK FANS
for \$1.30 each.
" " " **CEILING FANS**
for \$3.25 each.

Blades and Guards of Desk Fans polished and Relacquered for \$1.00 to \$1.25 each, extra.

Ceiling, Bracket and Desk Fans, all types and sizes in stock.

WM. C. JACK & CO., LTD.,
ELECTRICAL AND MECHANICAL ENGINEERS,
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WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A DES VŒUX ROAD, HONGKONG.

FORTHCOMING EVENTS.

TO-DAY.

11 a.m.—Auction of Valuable Household Furniture at "Broadside Hotel," 20, Macdonnell Road, by Messrs. Hughes & Hough.
11.30 a.m.—Hongkong Ice Co., Ltd., Meeting of Shareholders.
Noon—Hongkong Fire Insurance Co., Ltd., Meeting of Shareholders.

TO-NIGHT.

8.15 p.m.—Clarke's Circus at Kowloon, opposite the Railway Station.

TO-MORROW.

11.30 a.m.—Union Waterboat Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Dodwell & Co., Ltd.
5.30 p.m.—Hongkong Club, Yearly General Meeting.

Friday, 30th March—
Noon—China Sugar Refining Co., Ltd., Meeting of Shareholders.

香港中外新報

CHUNG NGOI SAN MO

(Chinese Daily Press)

PUBLISHED DAILY

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the Native Community.

Established for over FIFTY YEARS.

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free) can be obtained at the Office, 10A,

Fleet Street London or from the different

Agents.

Documents translated from or into

Classical or Colloquial Chinese.

COMMERCIAL.

CLOSING QUOTATIONS.

March 27th.	
On LONDON—	2/4
Telegraphic Transfer	2/4
Bank Bills, on demand	2/4
Bank Bills, at 30 days' sight	2/4
Bank Bills, at 4 months' sight	2/4
Credit, at 4 months' sight	2/4
Documentary Bills, at 4 months' sight	2/4
On PARIS—	3/4
Bank Bills, on demand	3/4
Credit, at 4 months' sight	3/4
On NEW YORK—	45 1/2
Bank Bills, on demand	45 1/2
Credit, at 4 months' sight	45 1/2
On HONGKONG—	nom.
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On SHANGHAI—	nom.
Bank Bills, at sight	nom.
Private, 30 days' sight	108 1/2
On YOKOHAMA—	108 1/2
On MANILA—	111
On SINGAPORE—	117
On BATAVIA—	3 1/2 p.m.
On HANKOW—	2 1/2 p.m.
On SANKOU—	66
On BANGKOK—	66
SOVEREIGN, Bank's Buying Rate	\$8.50
GOLD LEAF, 100 fine, per tael	\$4.40
SILVER, per tael	35 1/2

MISCELLANEOUS.

	per cent
Hongkong, 30 cents' place	\$0.00 Premium.
Hongkong, 10 "	0.10
Canton, 20 "	\$0.00 discount.
Canton, 10 "	\$0.05

SHARE LIST—QUOTATIONS.

HONGKONG, 27TH MARCH, 1917.

STOCKS.	PAID UP VALUE.	OFFICIAL QUOTATION 10.30 A.M.	CLOSING QUOTATION.	LAST DIVIDEND.
BANKS.				
Hongkong and Shanghai	\$135	\$680, s. & b.	24 1/2 for 1916	
INSURANCES.				
Canton	\$50	\$370	\$25 for 1914	
China Fire	\$20	\$155, buy.	\$9 for 1914	
Hongkong Fire	\$50	\$352, buy.	\$27 for 1914	
North China	\$25	Tls. 150	\$27 for 1915	
Union	\$100	\$830, s. & b.	\$60 for 1914	
Yangtze	\$50	\$255	\$18 for 1914	
SHIPPING.				
Douglas S.S. Co.	\$50	\$100, sel.	\$14 for year ending 12/25 for 1916 (30/6/16)	
Canton Steamboat	\$15	\$181, sellers	3/4 int. for 1916	
Indo-China Prof.	\$25	\$414	10/4 int. for 1916	
Do. Def.	\$25	\$124, buy.	\$2.10 for year ending 30/4/16	
Star Ferry Co.	\$10	\$38		
REFINERIES.				
China Sugars	\$100	\$125, buy.	\$12 for 1915	
Malayan Sugars	\$30	\$25, buyers	Ts. 5 for 1915.	
DOCKS, WHARVES AND GODOWNS.				
Kowloon Wharf Co.	\$50	\$71, sellers	\$4 and bonus of \$2 for 1916	
W. and W. Dock Co.	\$50	\$127, buyers	\$2 1/2 int. for 1916	
Shanghai Docks	Tls. 100	Tls. 87	Tls. 7 1/2 for year ending 30/4/16	
LANDS, HOTELS, AND BUILDINGS.				
Central Estates	\$100	\$93	\$7 for 1916	
Hongkong Hotels	\$50	\$102	\$5 for 4 year	
Hongkong Lands	\$100	\$94, buyers	\$7 for 1916	
Humphreys Estates	\$10	\$530, buy.	\$0 cents for 1916	
Kowloon Lands	\$50	\$30	\$2 for 1916	
West P. Int.	\$50	\$70, buyers	\$5.25 for 1916	
OTHS.				
Laing's	\$10	Tls. 18	Tl. 1 for year ending 31/10/15	
Shells	\$1	103/-	2/4 int. account 1916	
Ural Caspian	\$1	28/-	2/4 for 1915/16	
MIXING.				
Kallau	\$1	36/-	1/4 int. not year ending 30/6/16	
Bault	\$1	\$21, sales	None since 1910	
Trench	\$1	\$30/-, sellers	4/4 int. account 1916	
COTTON MILLS.				
Soo	Tls. 50	Tls. 147 1/2	Tls. 9 for year ending 31/10/16	
Kung Yik	Tls. 10	Tls. 13	T. 0.80 for year ending 31/10/16	
Shanghai	Tls. 50	Tls. 117 1/2	Tls. 6 for year ending 30/6/16	
Yangtsepo	Tls. 5	Tls. 5, sel.	Nil for 1915	
MISCELLANEOUS.				
China Boreas	\$12	\$9, buyers	72 cents for 1915	
China Lights	\$5	\$49, s. & b.	None since 1906	
China Provident	\$10	\$8.10, sellers	70 cents for 1916	
Dairy Farms	\$5	\$23, buyers	\$3 for year ending 31/7/16	
Green Island Cement	\$10	\$8.80, sales	60 cents for 1915	
Hongkong Electric	\$10	\$48, buyers	\$2.25 for year ending 29/2/16	
Hongkong Ice	\$25	\$160	\$2 int. account 1916	
Hongkong Ropes	\$10	\$29	\$2 and bonus of \$1 for 1916	
Hongkong Steels	\$10	\$10	None for year ending 31/5/16	
Hongkong Tram	\$1	\$7.10, s. & b.	Int. 7% account 1916	
Park Tram OH	\$1	\$9.80	7% for year ending 31/5/16	
Do. New	\$1	\$1	do. [30/4/16]	
Steam Laundry	\$5	\$31	25 cents for year ending 31/5/16	
Union Waterboat	\$10	\$161	\$1.25 for 1916	
Walsen & Co.	\$10	\$63, b./7, sel.	70 cents for 1915	
Wm. Powell, Limited	\$7	\$9	None since 1914	

RUBBERS (Singapore Currency)	PAID UP VALUE.	YEAR ENDS.	LATEST QUOTATION.	DIVIDEND FOR LAST YEAR.	INT. DIV. TO DATE.
Alor Gajah	\$1	Sept.	\$4.10	65 p.c.	—
Ayer Panas	\$5	Jan.	\$12.50	35 p.c.	10 p.c.
Glensay	\$1	Oct.	\$2.50	30 p.c.	—
Kedah	\$1	Apr.	\$4.50	42 p.c.	20 p.c.
Kempas	\$2	June	\$8.25	40 p.c.	15 p.c.
Malaka Pinda	\$1	Aug.	\$2.45	30 p.c.	10 p.c.
Malakoff	\$2	Dec.	\$4.60	35 p.c.	—
New Serendah	\$2	Jan.	\$5.00	25 p.c.	20 p.c.
Sempit	\$10	Dec.	\$21.50	35 p.c.	—
Plantation Rubber in London			3/23		

VERNON & SMYTH, Share Brokers.

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ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

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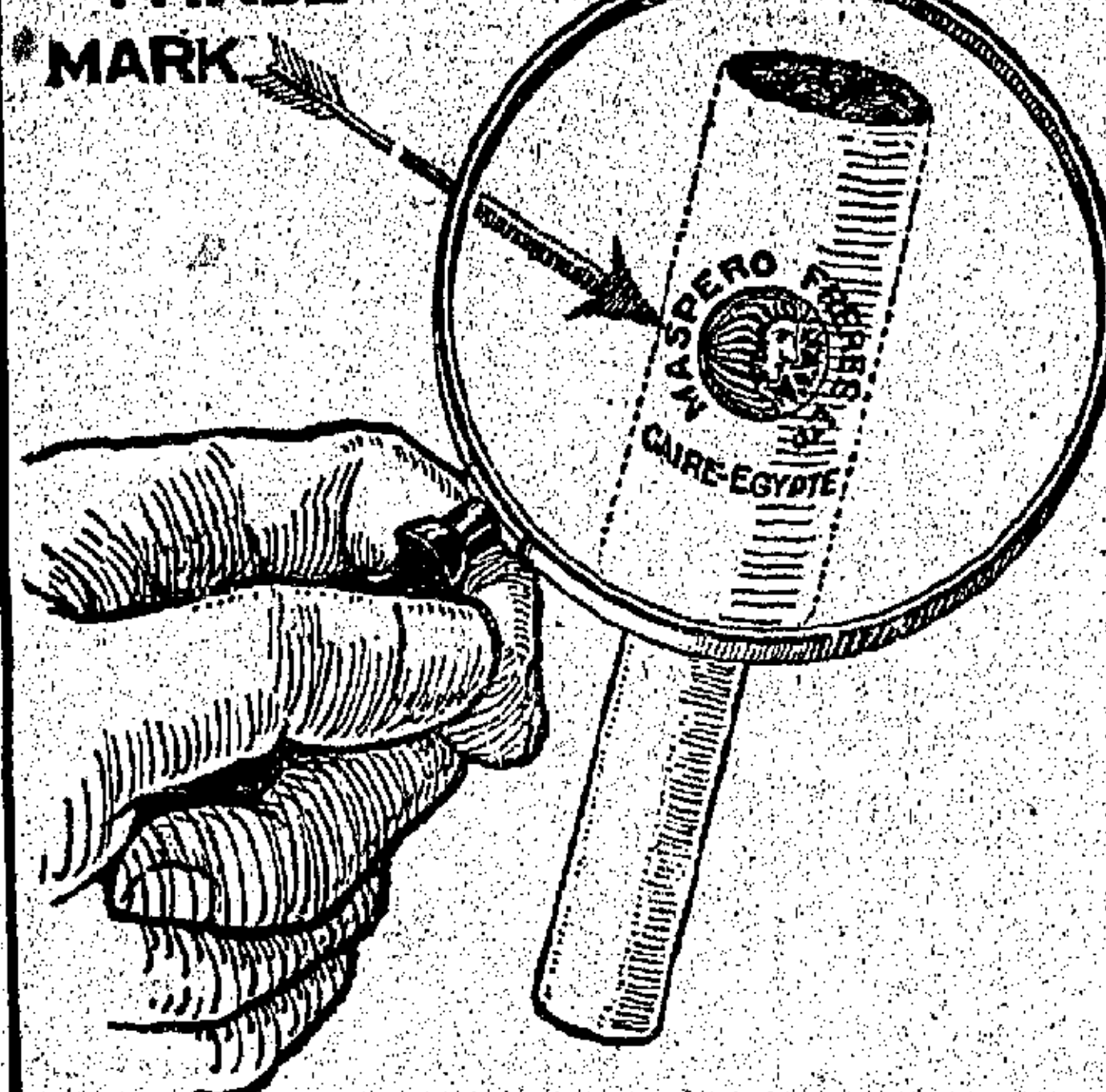
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EGYPT.

15

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sinking ... \$15,000,000
Silver ... \$18,500,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq., Chairman.
J. A. FLUMMER, Esq., Deputy Chairman.
Hon. Mr. C. E. Aston, (E. V. D. Parr, Esq.,
G. T. M. Edkins, Esq., W. L. Patterson, Esq.,
O. S. Gubby, Esq., Hon. Mr. E. Shollin,
Hon. Mr. P. H. Holyak.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.
Shanghai—A. G. STEPHEN, Esq.

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HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
N. J. STABB,
Chief Manager.
Hongkong, 26th February, 1917.

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL

MANDATE OF 15TH APRIL, 1913.)

Authorized Capital ... \$50,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusih, Wuhu, Anshing, Tientsin, Tientsin, Soochow, HANKOW: Shanghai, Ichang, Nanchang, TIENTSIN: Peking, Tongshan, Luanchow, Tsinghsien, Hsing-tai, HANGCHOW: Weichow, Shaohsin, Chiahsin, Lanohi, Huohow, Ningpo, KAIYING: Changteh, Sinyang, Lohu, Chowhoo, TIENTSIN: Chowsien, Tientsin, Linchi, Linting, Tientsin, Yihai, Huizheng, Chofu, Tientsin, Tientsin, Yuncheng, FOOCHOW: CHANGCHOW: Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chinchow, Antung, CANTON: KUMYANG, PEKING: Kueih's Suizyachang, etc., etc.

CANTON BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 18th October, 1914. [182]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1553.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,200,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, 15th June, 1915. [141]

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD., at 10A, Des Vœux Road Central, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 20,000,000.
Capital Paid-up ... " 15,000,000.
Reserve Funds ... " 5,000,000.

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Kobe, Osaka, Tokyo & Yokohama.
FORMOSA—Ako, Gikan, Kaohi, Kankoku, Keshung, Makung, Fintat, Sien, Chieu, Taiou, Taiwan, Takou, Tamsui.

CHINA—Amoy, Canton, Foochow, Hankow, Kiuikiang, Shanghai, Swatow, Others—Hongkong, London, Singapore, Somabala, Semarang & New York.

LONDON BANKERS:

Capital and Counties Bank, London, and South-Western Bank, Paris Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo-China, India, Philippine Islands, Java, Australia, America, and elsewhere.

N. YANAGITA

Manager.

HONGKONG BRANCH,
3, Des Vœux Road,
Hongkong, 10th March, 1917. [104]

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London

Authorized Capital ... \$1,500,000
Subscribed ... " 1,350,000
Paid-up ... " 552,500
Reserve Fund ... " 550,000

BANKERS:

THE BANK OF ENGLAND,

THE LONDON JOINT STOCK BANK, LIMITED

BRANCHES:

Bombay, Calcutta, Karachi, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 28th May, 1916. [88]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 1/2 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed